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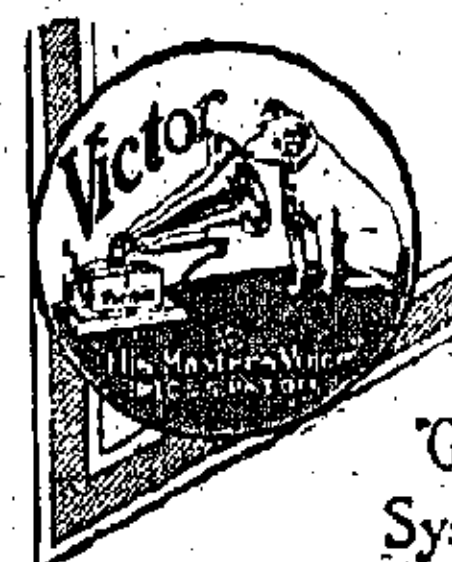
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[31-2]

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Hongkong, 22nd July, 1915. [687]

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PACIFIC MAIL S.S. CO'S GODOWNS.
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R. C. MORTON,
Agent.
Hongkong, 24th August, 1915. [599]

THE WAR AND THE STRAITS
CHINESE."WHY THEY SHOULD FEEL
INTERESTED."ELOQUENT ADDRESS BY THE HON.
DR. LIM BOON KENG.

In the Prince Street Church, Singa-
pore, last week, the Hon. Dr. Lim Boon
Keng delivered an admirable address to
the members of the Chinese Christian
Association and many of their friends.
His audience was large and thoroughly
responsive to the eloquent appeal of the
lecturer, as being, in its occasion, its
range, and scope, perhaps the most im-
portant address ever delivered by a pro-
minent Straits Chinese to his fellow-
citizens.

Within the limits of time available, it
is impossible to do more than give some
impression of the general effect of the
address. As to the occasion, the speaker
said:—At this moment it is opportune
for the Straits Chinese to make it clear
once for all that, as a community, though
they are not ashamed of their Chinese
descent, they hold ethical and social prin-
ciples which clearly distinguish the duties
due to the family, to the State, to
humanity and to civilization; and that
the Straits Chinese, while not forgetting
the affinity of race or religion with their
cousins of the Chungking Republic, have
become a thoroughly loyal and happy
community owing allegiance to the King
of England, and desiring nothing better
than to live in and die for the land of
their birth. The Straits have been their
home for centuries, and British rule has
afforded the fostering guidance to mature
them to affluence and prosperity. British
principles of justice and British ideas of
freedom have supplemented, and comple-
mented—if I may use such a word—the
splendid fabric of Chinese communism,
and have welded the diverse classes and
tribes, with their time-worn antipathies
and jealousies, into the remarkable
Straits Chinese people, than whom there
is no more loyal or patriotic unit in the
whole realm under the eyes of British
rule.

In reference to the character of the
British Empire and its relations to the
many peoples gathered under the wings
of its protection, the speaker spoke
thus:—The British Empire succeeds
because it exists for the good of its
myriad peoples, and because it relies upon
moral suasion and upon righteousness to
secure the good-will and the love of all
races, creeds and tongues. The wisdom
and the justice of the pioneers of British
colonization are more than material, by
the splendid results, moral and material,
evident that in the Malay Peninsula.
In a word the British Empire is the very
antipodes of the Pan-Germanic world
with its barbarian *kultur* and its worship
of might. Civilization, *veritas* and their
followers have egregiously made the
foundation of their doctrine of war and
of despotism. For within the British
Empire it is considered the duty and
glory of government to uphold humanity
and justice, and to lift up the smaller,
the weaker and the less favoured nation-
alities by the spirit of love, by the prin-
ciple of liberty, and by the light of
knowledge. The British Empire is the
incarnation of righteousness and freedom,
and is a democracy which will never
submit to the soul-destroying militarism
of Junkerdom.

The gradual rise of the German Empire,
as a military power and, with that, its
pretensions to military domination over
less military or weaker neighbours was
a section of the hon. gentleman's subject
that was treated in a telling way. The
arrogance of the claims to power at the
expense of the rest of humanity and the
moral hollowiness of these claims was well
brought out in this passage:—The Ger-
mans are wrong. Their interpretation
of nature and of human nature is griev-
ously at fault. In forsaking the guid-
ance of Kant, Fichte, and Hegel, and
substituting therefor the will to
power, the genius of Nietzsche and the
false philosophy of Treitschke, they have
fallen deep into the morass of self-effi-
ciency and pride. There is such a thing
as righteousness. There is the divine law
of Love. There is a living spirit in
humanity yearning after freedom and
truth which brute force is powerless to
annihilate. The horrible practice of ter-
rorism defeats itself and will recoil upon
the heads of the perpetrators, themselves
with tenfold intensity when the time
arrives for the outraged nations to
inflict punishment and demand substan-
tial reparation.

The championship of liberty for which
England stood in the early days of the
Empire has infused the whole Empire as
it has developed to-day, and in the
defence of that charter of liberty, it is
the duty of all who dwell in the shelter
of the flag to bear their part. And as an
enlightened and progressive community it
is for the Straits Chinese to do, their
share, and use all their moral and
material influence in the support of those
on whose shoulders lies at this historical
moment the responsibility of maintaining
the rights and liberties of the Empire
against the perils of the assaults of a
great and well-organized military
tyranny. As the speaker well put it:—
Now is the day, and now is the hour for
action! History—the greatest epic of the
world—is in the making. Straits Chinese,
rise to the occasion and show by your
work, by your sacrifices, by your loyalty
and your devotion to your country and
to the Empire, that we and our children
are worthy to claim and to enjoy the
liberties and privileges of free men, for
in the hour of peril we do not shrink our
duty but willingly press forward to bear
our share of the great burden. Who
should others die and bleed and suffer to
fight for the freedom which we shall
enjoy? Let us not be cowards! If we
cannot fight at the front, we can be of
service in many other ways; we can offer
our services as munition workers, we can
discharge humble clerical and other
duties, and at any rate we can help to
defend these islands and we can contrib-
ute what wealth we can sacrifice to the
funds of the Empire.

In money and material help there had
been much praiseworthy activity amongst
the Straits Chinese, but there was ample
scope for further similar effort. Dr. Lim
Boon Keng went on to declare that the
victory was bound to lie in this great
struggle with that side on which lay the
true regard for morality and all the prin-
ciples of true humanity, and in his
peroration he pronounced in stirring
terms the doom of the enemy:—Nemesis
is at hand. The arrogant Germans will
be driven back and the proud Prussian
junkers will receive their condign punish-
ment in such a manner that never again
shall they disturb the peace of nations.
The Allies are gaining in strength, in
morale and in experience day by day.
We do not belittle the unreasoning cour-
age of the Germans. Nor do we under-
value their solid achievements in science,
in all branches of research, and in
industries. But in spite of all the clever-
ness and the learning of the German
leaders, Germany is doomed. The Allies
will vanquish the modern protagonist of
medieval autocracy. Of this there is no
possibility of a doubt. Our help and our
services can count but little in this
Niagara of human blood, but neverthe-
less our humble contribution will hearten
our fighting men, and will prove better
than anything else that in the sacred
cause of the King and the nation our
British Empire stands united and
unshakable in our reprobation of the
cowardly crimes of the enemy and in our
inflexible determination to carry the
struggles to a triumphant issue, till
justice is done and till right prevails
over might.

JAPANESE STATESMAN'S
SECRET MEMOIRS.

The Secret Memoirs of Count Tadashi
Hayashi, G.C.V.O. Edited by A. M.
Pooley, London: Eyre & Spottiswoode.

Born at Yedo in 1850, Hayashi Tadashi,
the son of the physician to the Shogun,
rose to the high position of Ambassador
and then Foreign Minister, and up to the
day of his death in 1913 he exercised a
considerable amount of influence upon the
relations of Japan and the Foreign Powers.
How far his influence was beneficial or
otherwise for his native land is matter of
controversy, which shall not be discussed
here; but he will always be remembered
as the skilful negotiator of the Treaty of
Alliance signed by the representatives of
Great Britain and Japan on January 30,
1902. The chief interest of these memoirs
centres in Hayashi's history of the negotia-
tion of this Treaty. Whether it is wise to
publish diplomatic secrets is open to ques-
tion. Doubtless it is interesting to learn
how treaties of alliance are arrived at and
how one Power is played off against an-
other; but unless a great outburst occurs,
such as is rending Europe at the present
time, we are of opinion that, generally
speaking, it is undesirable to throw open
the doors of the diplomatic chamber and to
admit the public, at any rate until long
after the principal characters have crossed
to the bourne whence no traveller re-
turns to our readers. He contributes
four introductory chapters, and explains
that the Memoirs were written during 1902,
1903, 1906-8. The intention of the late
Count was to write a history of Japanese
diplomacy from the time when he began
in 1871 "as a small potato of the diplomatic
world" down to his retirement in 1903.
Such a work, writes Mr. Pooley, "would
have been, in fact, a complete history of
the whole of that remarkable period of the
Meiji era, during which the enormous
changes in Japan itself and in Japan's
foreign relations occurred, which raised that
country from being an unknown and rather
discredited island to one of the Powers of
the world." Mr. Pooley explains how the
Jiji Shimpo began on July 29, 1913, a series
of articles entitled "History of the Anglo-
Japanese Alliance," announcing that they
were dictated by Count Hayashi; how the
Japanese authorities stepped in to prevent
their publication; and how they endeavoured
to prevent any translation of their being
sent abroad, either by telegrams or letters.
He also explains how the manuscripts
came into his possession and were sent out
of the country by him; and having been
approached by a member of the Hayashi
family to suppress publication he publishes
a letter sent by him to Baron Makino, the
Japanese Minister for Foreign Affairs, to
clear the family of any complicity. In this
letter, he says: "The manuscript from
which I have had the advantage of work-
ing is one which (the family and the
staff of the Jiji Shimpo) knew nothing, and
of the existence of which they were totally
unaware. I write this letter in order that
no charge of breach of faith may be
brought against them. In fact, they have
done everything possible to prevent publica-
tion of the same."

As we have already indicated, there is no
denying the interest of this book, and no
one anxious to possess an intimate know-
ledge of the past of Japan and her relations
with the sister Empire of China can afford
to leave it unread. Count Hayashi was a
shrewd man whose was had been sharpened
by foreign travel and a long diplomatic
career. It is not necessary to agree with
the whole of his dicta, but it is at least
more than interesting to read his statement
in the last chapter that: "The day will
come when China will rise against Eng-
land. As that Power has the greatest in-
terests in China it stands to reason that she
will suffer the heaviest losses of any of the
Powers." Again: "China is not a savage
tribe in the South Sea Islands, but a great
imperial diplomatically even superior to the
great Empires of Europe." And he closes
his book with the following: "The way to deal with
China is for the Powers to combine and exact
what they want and to go on insisting until
they get it. The Japanese have learnt that.
The European and American Government,
often advocate mild measures, but, like the
Japanese have done, they, too, will one
day find out their mistake. There are only
these alternatives before the Powers. They
must either bring their combined forces to
bear on China to get what they want, or
else leave her alone, until, like an awakened
lion, she is ready to spring on her prey, in
which case she will be powerful enough to
threaten the required rights of all the
Powers." This was written in 1903. The
world is witnessing international changes
that are bound to be felt in China before
very long; much will depend upon Japan's
attitude, and here in this volume we have
an insight into the workings of one Japanese
mind.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—Gunner W. F. Stone's leave of absence
is extended to 7th October, 1915.

MUSKERY PART I.

2.—Recruits of Right Section M. G. Co.
will fire Part I. Recruits' Course, at
King's Park Range on Saturday, 2nd
prox., at 2.30 p.m. Corpl. Grimes,
R.E., will attend. N.C.O.s of the
Section must attend to assist the
Instructor.

SIGNALING.

3.—Members of the Corps willing to join
a Command Signaling Class, to
commence about 15th October, are
requested to send their names to
Headquarters as soon as possible.
Details of the hours proposed for
practice and other information may
be obtained from the Adjutant on
application.

PARADES.

4.—Parades for to-day.

5.30 p.m. Centre Section M. G. Co.—
Rifle Competition at King's Park
Range (200 yards).

5.30 p.m. No. 1 Section Arty. Batty, and
Left Section M. G. Co.—10 pdr. Gun
drill (laying, ranging and
signalling) at Headquarters.

5.30 p.m. Recruits of all units except
Right Section M. G. Co. and
Signalling Section—Squad drill and
rifle exercises at Headquarters under
Sergt. Major Higby and Lt. Col.
Edmonds.

5.30 p.m. Recruits of Right Section M.
G. Co.—Squad drill and Skirmishing
on Cricket ground.

5.30 p.m. Civil Service Company—Lea-
sure at Headquarters.

5.30 p.m. Scouts Company—Skirmishing
and Musketry exercises on Cricket
ground.

5.30 p.m. Stretcher Bearer Section—
Instruction at Headquarters.

Remainder, nil.

DETAILS.

5.—Gun Club Hill, Kowloon.

On duty until morning of 3rd prox.—
No. 2 Section Arty. Batty.

Officer on duty: Lieut. Danby.

Detachment Camp, Kowloon.

On duty to-night: Scouts Company.

Officer on duty: Lieut. Murphy.

On duty 29th inst.: Centre Section
M. G. Co.

Officer on duty: Captain Wood.

Orderly Officer until 3rd prox.—Lieut.
Rees.

Orderly Sergeant until 3rd prox.—
Sergt. F. C. Hall.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, G.O.H.K.V.R.

RECRUITS.

Recruits will parade on the Cricket Ground
on Wednesday, the 29th inst., and Thurs-
day, the 30th inst., at 5.15 p.m., under
Sergeant-Major Bond. Dress: Drill Order,
Shirt Sleeves.

A class of instruction will be held on the
Cricket Ground at 5.30 p.m. to-day, under
Sergeant-Major Bond. Dress: Drill Order,
Shirt Sleeves.

PARADE.

A, B, and C Companies will parade on the
Cricket Ground at 5.15 p.m. on Friday, the
1st October. Dress: Drill Order, Shirt
Sleeves.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

PATROLS (CENTRAL).

Tuesday, September 28th:—

5.50 p.m.—Sergeant Lammert, P.C.s.
Butcherfield (5), Cartwright (5),
Witchell (3), Arnold (3), Williams (8),
and White (8).

8.50 p.m.—Sergeant and 7 P.C.s. from
No. 3 Company.

Wednesday, September 29th:—

5.50 p.m.—Inspector Wilden, Sergeant
Chinchen, P.C.s. Potter, Gibson (3),
Wright (3), Reynolds (5), Eustace (5),
Grinstein (3), Bryan (8).

8.50 p.m.—Crown Sergeant Langley,
P.C.s. Grimble (3), Hooper (3), Martin
(8), Rosser (8), and 2 P.C.s. from No.
2 Company.

Thursday, September 30th:—

5.50 p.m.—Sergeant and 7 P.C.s. from
No. 3 Company for each shift. Crown
Sergeant McEwen will visit.

8.50 p.m.—Sergeant and 7 P.C.s. from
No. 3 Company for each shift. Crown
Sergeant McEwen will visit.

PATROLS (EASTERN).

Tuesday, September 28th:—

5.50 p.m.—P.C.s. Rahman and A.
Mohamad.

8.50 p.m.—P.C.s. A. Samy and T.
Mohamad. Crown Sergeant Sirdar
Khan will visit.

Wednesday, September 29th:—

5.50 p.m.—P.C.s. Razak and Bux.
Sergeant Khawar Khan will visit.
Inspector George Watt has been directed to
take charge of the Police Reserve
patrols in the Eastern District (No. 2
Police Station). All applications for
leave and advice as to substitutes must
be sent to this officer at the above
named Station.

PATROLS (WATER POLICE).

Tuesday, September 28th:—

5.50 p.m.—P.C.s. D'Aquino (S), and
Hyndman (S). Inspector d'Almada
(P).

8.50 p.m.—P.C.s. Maxwell (S), A. Allong
(S), and Doughty (P).

Wednesday, September 29th:—

5.50 p.m.—P.C.s. Nevis (S), J. R.
Pereira (S), Sergeant da Silva (P).

8.50 p.m.—P.C.s. Goodwin (S), Ireson
(S), and Arnold (P).

Thursday, September 30th:—

5.50 p.m.—P.C.s. Rozario (S), P. Roza
(S), and Sergeant Figueiredo (P).

8.50 p.m.—P.C.s. F. Hobbs (S), W.
Hobbs (S), Bunje (P).

POLICE RESERVE BAND.

Tuesday, September 28th:—

Band Practice, 6 p.m.

Friday, October 1st:—

Marching Exercise with Instruments at
Central Station. No. 2 Company
will also parade at the same place.
Fall in, at 6 p.m., in mufti, without
rifles.

APPOINTMENTS, ETC.

The Hon. C.S.P. has sanctioned the follow-
ing:—

The appointment of Robert McEwen, an
ex-member of the regular Police Force,
to the rank of Crown Sergeant.

The promotion of P.C.s. Khawar Khan and
O. Arculli to the rank of Sergeant.

OVERHAUL OF RIFLES.

The first platoons in Nos. 2 and 3 Com-
panies will return their rifles to the
Armoury, at 5.30 p.m., on the 28th
inst. Cartridges Nos. 235, 262, 439, and
476 must be immediately returned,
otherwise a general inspection of arms
will be ordered.

F. C. JENKIN,
D. S. F. (Reserve).

WAR NEWS.

CHOLERA TREATMENT IN SERBIA.

Dr. Petrovitch, of the Serbian army,
has reported to the Academy of Sciences
in Paris that under his treatment of
cholera by serum, according to the Dun-
bar method, only two deaths occurred out
of 1,153 slight cases treated, while out of
90 moderate attacks not one was fatal.
Out of 157 serious cases there were only
77 deaths. The total percentage of deaths
was 1.55 compared with 9.4 for average
cases and 59 for serious cases that were
not treated by this system.

LOST GERMAN DESTROYER.

SHORE BATTERIES PREVENT RESCUE OF CREW.

Particulars received from Dunkirk re-
garding the sinking of the German torpe-
do-boat off Newport show that the Ger-
man vessel was attacked by a French
torpedo-boat destroyer which first fired
at it and then successfully torpedoed it.
As he had to deal with a more powerful
ship than his own, the commander of the
French torpedo-boat destroyer sent a
wireless call for assistance to a torpedo-
boat some distance away, but this ship
only arrived in time to see the German
destroyer disappear.

The French sailors began the work of
rescuing the German sailors, but were
unable to pick them up because the hostile
artillery near Ostend, of which the con-
cluding stages of the fight took place
owing to the German boat having sought
safety in flight when struck by the first
shells, fired on them, thus compelling
them to leave the order of the destroyer,
estimated at about 200, to their fate.

GROSS GERMAN OUTRAGE.

NOTABLE CIVILIANS INTERNED.

A French official Note states that at
Roubaix, department of Nord, a town
now in the occupation of the German
forces, 130 French citizens comprising the
highest industrial and commercial
notabilities, 42 municipal councillors, two
priests, the cure and the dean of the
town, were arrested by the German mili-
tary and taken to the prisoners' camp at
Kustrow, Mecklenburg, where they are
interned. This arrest, *en masse*, was
justified on the pretext that the town
suffered from a shortage of food, and as
a penalty for the bombardment of the
German Consulate at Alexandria, Asiatic
Turkey, by the French Fleet. "The
Government of the Republic," the
Note adds, "brings to the knowledge
of all civilized Governments this new and
odious violation of international law;
and, in default of the German Govern-
ment at once setting at liberty the French
citizens above mentioned, will be com-
pelled to exercise appropriate reprisals
until satisfaction is given."

ENEMY DOCKYARDS BUSY.

STRENGTH IN SUBMARINES.

"I learn from a distinguished Nor-
wegian gentleman, who has just returned
from Germany" (says the Copenhagen
correspondent of the *Daily Telegraph*),
that at the Vulkan Shipbuilding Yard at
Stettin is the cruiser *Wiesbaden*, which
is partly painted in grey, and is now
completed. The Germans are building
three torpedo-boats there.

"At the Schichau yard, at Danzig,
there is a new cruiser with two funnels,
and with a curious bottle-shaped appar-
atus on the mast-heads, while five small
cruisers are being repaired there. They
have all lost a mast and one or two fun-
nels."

"At the Imperial Dock at Danzig are
the battleship *Blauer*, the new armoured
cruiser *Latona*, two coast ironclads, and
thirteen torpedo-boats."

"My informant learned from infor-
mation which was confirmed from differ-
ent sources (adds the correspondent) that the
German fleet now possesses fifty-eight
submarines and the Baltic fleet thirty
vessels, including battleships and large
and small cruisers."

NATIONAL REGISTRATION.

The following is a copy of the questions
set forth in the National Registration
Act (1915) form for Females:—
Name; Residence, (a) permanent postal
address, (b) present address if away
from home; (1) Age last birthday; (2)
If born abroad, and not British state
nationality; (3) State whether single,
married or widow; (4) How many
children are dependent on you? (a) under
fifteen years of age, (b) over fifteen
years; (5) How many other persons are
dependent on you, excluding employees?
(a) wholly dependent, (b) partially
dependent on you, excluding employees?
state fully the particular kind of work
and the material worked or dealt
in (if any); (7) Name, business, and
business address of employer (if not
working for an employer, write "home");
(8) Are you employed for or under any
Government Department? Say "Yes,"
or "No," or "Do not know"; (9) (a) Are
you skilled in any work other than that
upon which you are at present employed,
and, if so, what? (b) Are you able and
willing to undertake such work?

The foregoing particulars had to be
supplied under a penalty of £5 by all
girls and women who were between the
ages of 15 and 65 on Sunday, August
15th, 1915. The form was left one day
and collected the next, the distribution
and collection being carried out by ladies
who volunteered their services for the
purpose. Later on the returns will be
catalogued by voluntary assistants.

15 QUEEN'S ROAD CENTRAL

PARTICULARS OF THE LOTS.											
No. of Lots.	Registry No.	Location.	Boundary Measurements, (Approximate).						Contents Square feet.	Annual Rental.	Usages.
1	2	3	N. feet	S. feet	E. feet	W. feet	4	5	6	7	
		Above Alor Road.	As	per	male	plan.	20,422 (about)	140	4,080		
		Behind Lot No. 2100, and adjoining Island Lot 2034, Ship Street.	As	per	male	plan.	7,130 (about)	20	500		

Hongkong, 27th September, 1916. [102]

THE WAR.

SEVERE FIGHTING ON WESTERN FRONT.

ALLIES PENETRATE GERMAN LINES.

OVER 20,000 PRISONERS CAPTURED.

REPEATED RUSSIAN ATTACKS.

BULGARIA'S DEFENSIVE MOBILISATION.

GERMAN BALTIC FLEET RETIRES TO KIEL.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

HEAVY FIGHTING BY BRITISH AND FRENCH.

20,000 PRISONERS TAKEN IN TWO DAYS.

SEVERE FIGHTING ON BRITISH FRONT.

LONDON, September 26th.

Field Marshal Sir John French reports a continued attack in the La Bassée region, eastward of Givenchy and Vermelles. We captured the western outskirts of Hulluch and the village of Loos, surrounding the mining works and Hill 70.

Other British attacks northward of the La Bassée Canal drew strong German reserves towards this sector, resulting in hard fighting the day long with varying success. The British at nightfall to the northward of the Canal occupied their morning positions.

We made another attack at Hooge on either side of the Menin road. The attack on the north side of the road enabled us to occupy Bellewaarde Farm and a ridge, but these were subsequently re-taken by the enemy. The attack on the south side of the road gained 600 yards of German trenches, which we consolidated.

The report in Friday's German communiqué that the British attacked southward of La Bassée is false. No attack there had been attempted.

ENEMY MAKES DETERMINED COUNTER-ATTACKS.

LONDON, September 27th.

Field Marshal Sir John French, telegraphing on Sunday evening, says:—There was severe fighting today on the ground won yesterday, the enemy making determined counter-attacks east and north-east of Loos. The result of this fighting is that, except just north of Loos, we hold all the ground gained yesterday, including the whole of Loos itself.

This evening we retook the quarries north-west of Hulluch, which had been won and lost yesterday.

We have in this fighting drawn the enemy's reserves, thus enabling the French on our right to make further progress.

The number of prisoners collected after yesterday's fighting now total 2,000. Nine guns were taken, and also a considerable number of machine-guns.

FRENCH TAKE 12,000 PRISONERS IN CHAMPAGNE.

PARIS, September 26th.

The Frenchmen, in the great battle along the Western Front, have consolidated all their important gains.

To-day's communiqué says:—Obstinate fighting occurred throughout Champagne. We penetrated the German lines on a front of 25 kilometres, in varying depths of one to four kilometres. The number of prisoners actually counted exceeds 12,000 men.

We maintained throughout the night all the positions won in Artois, including the Chateau Carleur Cemetery, Souchez, and the last trenches the Germans had held of the "Labyrinth."

There is nothing to report from the rest of the front, except a French surprise artillery attack at Ban-de-Apt.

FRESH PROGRESS.

PARIS, September 27th.

Last night's communiqué says:—

Our attack north of Arras resulted in fresh progress. We forcibly occupied the whole village of Souchez and advanced eastward in the direction of Givenchy.

Further south we reached La Folie and pushed north of Tholus as far as the destroyed telegraph station. We took a thousand prisoners in this action.

We continued to gain ground in Champagne, crossing a powerful network of trenches and forts, perfected by the enemy for many months past. We advanced northwards, compelling the enemy to retire to his second line, three of four kilometres to the rear.

Fighting continues along the whole front. The enemy suffered heavily from our fire and in hand-to-hand fighting, and left much material in his abandoned works. This has not yet been counted, but 24 field-guns and 10,000 unrounded prisoners have been counted. The number of the latter is increasing.

Altogether the Allies have captured 20,000 able-bodied prisoners during the last two days.

BRITISH AIRCRAFT HAMPER GERMAN REINFORCEMENTS.

LONDON, September 27th.

Field-Marshal Sir John French says, in a bulletin:—

Our aeroplanes today bombed and derailed a train near Loffres, east of Douai, and another full of troops at Rosult, near St. Amand. They also bombed Valenciennes Station.

GERMAN ADMISSIONS.

AMSTERDAM, September 27th.

A Berlin official announcement admits the Allies' successes. It says:—

South-west of Lille the enemy repulsed one of our Divisions near Loos from their advanced position which was ruined by an uninterrupted seventy-two hours bombardment. They retired two to three kilometres.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

BRITISH AGAIN BOMBARD ZEEBRUGGE.

A HUGE COLUMN OF SMOKE.

AMSTERDAM, September 27th.

A Dutch correspondent on the island of Cadzan, in the Province of Zeeland, says that a British squadron of five large and twenty-five smaller warships bombarded Zeebrugge at 6.30 on Saturday morning.

A big column of smoke rose above the port. The British light guns were also active, probably against a submarine, as their shots did not reach the coast. The German batteries replied. A German aeroplane frequently flew from the coast to the fleet, which departed after four hours' bombardment.

GERMAN NAVAL CHANGES.

(THROUGH REUTER'S AGENCY.)

THEIR CONNECTION WITH SUBMARINE WARFARE.

LONDON, September 27th.

Admiral Holtzendorff, formerly Commander of the German High Seas Fleet, has been appointed head of the German Naval General Staff, succeeding Admiral Bachmann. The latter, and Admiral Behneke, who was likewise displaced, represented the ruthless submarine warfare. Their successors favour no sinking of passenger steamers without warning, and allowing these aboard to save themselves, and also, in doubtful cases, to take the safe side.

GERMAN FLEET LEAVES BALTIC.

"MOLTKE" SERIOUSLY DAMAGED, BUT NOT SUNK.

PETROGRAD, September 27th.

The German Fleet has left the Baltic definitely for Kiel. The battle cruiser *Moltke* has a hole 24 yards square, and it cannot be repaired for months.

[It will be remembered that it was recently reported that a British submarine had torpedoed and sunk the German battle-cruiser *Moltke*. It would seem from this message that the battle-cruiser, although seriously damaged, was kept afloat.]

SUBMARINE PIRACY.

LONDON, September 27th.

The *Hesione's* missing boat has been picked up.

[The *Hesione* is the Houston liner which was sunk off the south coast of Ireland.]

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

REPEATED RUSSIAN ATTACKS.

HUNDREDS OF PRISONERS TAKEN.

PETROGRAD, September 27th.

A communiqué says that the position is somewhat quieter along the Dvinsk front, but to the east of Vilna, and farther south near Smorgon and Novo Grodek, fierce fighting continues. The Russians repeatedly attacking, and capturing some hundreds of prisoners.

AUSTRO-ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRISK FIGHTING.

ROME, September 27th.

There has been brisk fighting in the neighbourhood of Cividale, where the enemy was reinforced. The Italian troops drafted from the Upper Valtellina forced back the Austrians. A communiqué says that there was a very hot artillery action on the entire Carnia front. The Austrians attacked three and were each time repulsed. Italian artillery bombarded Tarvis railway station, causing huge fires.

GENERAL.

(THROUGH REUTER'S AGENCY.)

DARDANELLES CAMPAIGN.

RESPONSIBLE COMMITTEE APPOINTED.

LONDON, September 27th.

The *Daily Chronicle* says that Mr. Asquith has appointed a special Committee of the Cabinet, which will be peculiarly responsible for the oversight of the war in the Dardanelles. A Committee has been in existence for some time, and it is understood that its functions will be absorbed by the new Committee, which includes Mr. Asquith, Lord Kitchener, Mr. Lloyd George, Mr. Balfour, Sir Edward Grey, Lord Lansdowne, Mr. Bonar Law, and Mr. Winston Churchill.

AFFAIRS IN PERSIA.

RUSSIAN AND FRENCH COLONIES LEAVE ISPAHAN.

PETROGRAD, September 27th.

The Russian and French colonies in Isphahan have safely reached Teheran, escorted by twenty-seven Russian Cossacks, a Swedish officer and thirty of the gendarmes. Brigands constantly hovered around.

The situation in Teheran is rapidly improving.

The Russian forces at Kazvin have been considerably strengthened, and the Persian Government now realises that the Allies have sufficient forces available to make it responsible for any subservience to Germany.

THE BULGARIAN SITUATION.

(THROUGH REUTER'S AGENCY.)

LONDON, September 27th.

The Bulgarian Government has addressed a Note to the Powers in similar terms to this morning's semi-official statement.

An interesting development is that the Stamboulifist leader, M. Ghenadiev, joined the Government after a prolonged conference with M. Radoslavoff, the Premier, and will probably be provided with a seat in the Cabinet. This has consolidated the Government majority, but as M. Ghenadiev has frequently declared himself in sympathy with the Entente Powers this has particular significance at the present moment. M. Ghenadiev probably influencing the whole policy of the Government.

WHY BULGARIA MOBILISED.

The Bulgarian Minister to Greece has made the very interesting statement that the restoration of mobilisation is not directed against Greece or Serbia, but in case the Austro-Germans should advance as far as Windin.

TURCO-BULGARIAN AGREEMENT SIGNED.

SOFIA, September 26th.

The Turco-Bulgarian agreement, by which Turkey cedes territory and a railway to Bulgaria, was signed by the Turkish and Bulgarian delegates at Dimitika yesterday.

GERMAN PRESS CORRESPONDENT'S INTERVIEW.

AMSTERDAM, September 26th.

Even the German journalists are unable to twist the Bulgarian mobilisation into a promise by Bulgaria to throw in her lot with the Austro-Germans.

The correspondent of the *Berliner Tageblatt* says that in a parting interview with M. Radoslavoff (the Bulgarian Prime Minister) the latter said that if the war approached Bulgaria's frontiers she must protect her interests. The mobilisation was purely defensive and was not directed against Rumania or Greece in the slightest degree. "I wish emphatically to point out that we have no aggressive designs against these States."

KEIR HARDIE DEAD.

LONDON, September 26th.

The death is announced of Mr. Keir Hardie, the Socialist agitator and M.P. for Merthyr Tydvil.

[Mr. James Keir Hardie was a Scotch pitman, having worked underground from the age of seven until he was twenty-four. He was born in Lanarkshire in 1856. "He is a man of strong fibre, mental as well as physical," says a biographer. "and though in politics and opinions he is as unyielding as a rock, he is as sympathetic and generous as any man I have known in Scotland." He became President of the Ayrshire Miners' Union in 1885, and was returned by South-West Ham in 1892. He went down to the House on the opening day in full procession, wearing a deer-stalker cap, and his political line while in the House was in harmony with these things. He is the life and soul of the Socialist Parliamentary party, and a member of the Council of the Independent Labour party. In 1907, after recovering from an attack of appendicitis, he undertook a world-pilgrimage, visiting India, among other countries. He made some injudicious speeches before he was warned of the mischief he was doing. Then he crossed to Australia, and afterwards to New Zealand." Mr. Keir Hardie, never a very popular figure in political circles, became still less popular as the result of his attitude toward the European war but he must be given credit for entire sincerity.]

GERMAN AMBITIONS IN AFRICA.

The Munich *Neuzeit Nachrichten* publishes a letter by Dr. Schworer, a retired army captain in which the German Press is requested to devote more attention to the fact that "the Boers were once over to us and the natives have undoubtedly acted as traitors." Captain Schworer admits that although it is now nine years since the last native rising in South-West Africa was "suppressed," and he declares that it is perfectly comprehensible that they should succumb to the seductions of the English Government. "That, however, the Boers were received into South-West Africa as a result of our enthusiasm for their cause should have willingly become the tool of English imperialism," the German captain adds, "is absolutely unpardonable high treason." He knows, however, of even worse conduct, namely, that of Colonel Maritz and Kemp, who, he asserts, have undoubtedly acted in a traitorous manner "after having joined us." Captain Schworer confesses that he has no proof that any Boers acted traitorously, but he asserts that "there are grounds enough for believing that the Boers attacked our brave troops in the back." He contends, therefore, that Germans must withhold for the present their judgment concerning the capitulation of the protective troops in South-West Africa.

CANTON-HANKOW RAILWAY.

PROGRESS OF THE LINE.

The Canton-Hankow railway is at present almost completed as far as Shui-kuan (Chinchow), 140 miles from Canton. The work of the last twenty miles has been delayed about two years beyond the time originally planned on account of heavy rock cuts, tunnels, and troubles with the contractors. The revolution also caused considerable delay in building this part of the line.

Beyond Shui-kuan station the only work which has been completed is about three miles of grading, piers for the bridge over the North River (East Fork) at Shui-kuan, and part of a long tunnel about 12 miles beyond Shui-kuan. It is not likely that the Kuangtung Yuh-Han Railway Company will build any further unless it is decided to open the coal mines north of Shui-kuan. The country between Shui-kuan and Lokcheong (170 miles from Canton) is rough and expensive to build upon, and besides, it furnishes little traffic. Beyond Lokcheong the line runs through very rugged country, will prove expensive to construct, and will have no local traffic until Pingcheong, on the Hunan border, is reached. It is expected that the Government will take the line from Shui-kuan to the Hunan border, and this matter is now being discussed.

CONSTRUCTION OF THE LINE.

The construction of the line now furnished is of fair quality. Eighty-four pound rails of American, Belgian, and Hankow manufacture are used on the main line. The steel girders and trusses are nearly all from the American Bridge Company, and are of the best design and workmanship. Some of these articles, purchased from Europe, are of poor design, and one 200-foot span is very bad. The locomotives in operation are products of the Baldwin and the American Locomotive companies. Last year five consolidated locomotives were purchased—three from the American Locomotive Company and two from the Baldwin.

The cars in use on this railway, adds the *L. and C. Express*, are of many kinds. The passenger cars are mostly of American manufacture, as are also the box cars, although some of the latter are of English construction. It seems likely that the short English cars will soon be rejected, and that only the 8-wheel American cars of all classes will be used. Some steelwork, such as tanks, turntables, warehouses, etc., has been imported from America, and much Oregon pine for false work, ties, etc., has been and is being purchased there, but these articles are usually placed by Japanese, German, or English firms, for the reason that the American manufacturers are not adequately represented at Canton. Matter frequently mentioned in consular reports.

PROSPECTIVE TRAFFIC. The passenger traffic represents about 60 per cent. of the whole. There is also a good business in the transportation of cattle, firewood, limestone, and other products, such as rice, tobacco, poultry, etc. Later on coal will be brought down, but as this is anthracite, it will be necessary to establish a market before it can be handled. Salt is sent over the line from Hunan and the upper North River districts. On the whole, the increase is satisfactory, and a large increase is expected when the line reaches Shui-kuan, but the railway cannot be expected to pay well until it has been completed to Hankow or Shanghai, when it should be the most important section of the railway and the most profitable in China. The line is well located, fairly well constructed, very well maintained, and should be profitable if well managed.

THE POSITION IN INDO-CHINA.

After a year of war, says the *Temps*, we may venture to form an opinion on the state of the native population in Indo-China. The situation and the spirit of the natives are excellent, as a matter of fact. Many people declared that when a crisis arose the Annamites would evince every sentiment but that of fidelity to France, yet since the outbreak of the present war the loyalty of the natives has not wavered for an instant. However, more distant from the metropolis than the African colonies, and more exposed to perils of influence, the Administration of Indo-China during the war seemed to demand special attention of the French Government.

This fact led to M. Roume's acceptance of the direction of the affairs of the French Asiatic possessions. At the end of several months' work in Indo-China, M. Roume has now been able to furnish a kind of moral balance sheet, which proves to be reassuring and entirely satisfactory. A campaign against the French Government has been conducted from Siam and China. It is true, but the German agents who have led it have not met with any success. The native does not believe in the possibility of a German victory. At the same time, he knows that the defeat of the Allies would mean for him the imposition of German rule. He knows the French, and he knows something about German colonialism, so his choice is made. All these points were touched upon by M. Roume in a speech he made at Saigon on the occasion of the Fête Nationale. "The natives well understand," he said, "the benefit and civilising rôle undertaken by France in Indo-China. They have seen the railways and canals multiplying, and watched the growth of hospitals, dispensaries, and the numerous other advantages which French rule has brought them. Above all, they have appreciated the diffusion of knowledge brought about by the French, and I have undertaken that this work shall continue unintermittedly." In conclusion, the Governor pointed out that the loyalty of the Colonies was most strikingly illustrated by the fact that it had contributed 1,300,000 to the war charities, being thus responsible for the highest contribution received among the French colonies.

STREET RAILWAY FOR CANTON.

The matter of constructing a street railway system in Canton is, says the U. S. Consul-General, Mr. George E. Anderson, of Hongkong, being taken up anew by the provincial authorities and plans for a line connecting the stations of the Canton and Hankow Railway and the Kowloon-Canton Railway, and running through a populous portion of the city, have been drawn and have been forwarded to the authorities in Peking for approval.

The proposed line is projected by General Lung, military governor of Kwangtung Province, in connection with Chinese capitalists in Hongkong, and the plans call for the construction of a little less than 6-miles of street railway along a route which will permit the use of a considerable portion of the old wall of Canton. The system will embody many of the plans of that projected three years ago, but will be started upon a more modest basis. The line will proceed from the Canton-Hankow Railway station to the east wall of the city, and will follow that in a general way to the south wall. It will follow the south wall parallel to the water front on a third of a mile of the foreign concession on the island of Shamoon. It will reach the river-front proper near the station of the Kowloon-Canton Railway line—the line to Hongkong. It is proposed to construct the line by means of a company for which the Provincial Government will furnish half the funds.

By following the route projected, the concern will not only be able to employ the ancient wall of the walled city to avoid all but impossible congestion in the narrow and populous streets of the city, but will also reduce materially the initial outlay in the construction of the line. The right of way followed would be very expensive if it were necessary to purchase it. By connecting the railway stations mentioned it is expected by the Chinese Military Authorities that considerable military advantages will be secured by the Government in the way of added facilities for the rapid transportation of troops in case of popular outbreaks.

Plans for the rolling stock are not yet complete, but the general idea seems to be to buy motors and steel passenger cars abroad, completing the cars in Canton or Hongkong, present high freight rates rendering the purchase of complete cars abroad at this time a matter of difficulty. It is thought that the line as projected can be started with an initial outlay of about \$100,000 gold. The practical management of the enterprise at present is in the control of Mr. Chin Goo Hoo, president of the Sunning Railway Company, who is working upon it in consultation with General Lung, the Military Governor of the Province.

THE FORMOSA CONSPIRACY CASE.

HEAVY SENTENCES.

Judgment in respect of 160 Formosan Chinese charged with conspiracy against the administration was given at the Special High Court at Taipei on the 5th instant. We learn from local papers to the effect that Li Wang, aged 60, one of the leaders under Yu Ching-fang, who is now under trial with some other ringleaders, was sentenced to imprisonment for fifteen years, and six others to twelve years each. All the remaining 153 accused were sentenced to imprisonment for nine years each. The prisoners were admitted to the Court in three batches, and the Court's judgment was read out to them. Many of the prisoners loudly protested in Court when sentence was pronounced, and much commotion was caused by their cries.

The gist of the judgment is that Li Wang and the others were informed by Yu Ching-fang of the mystic appearance of a new Emperor in the mountains, and thus encouraged they subscribed funds to support a plot to attack the Japanese police and gendarmes offices and expel all Japanese from the island. The conspirators required to canvass for more supporters to the cause, and the *modus operandi* was for a conspirator to invite a friend to his house on the pretence of giving him some sacred charms, and after he was made to swear secrecy he was informed of what was being plotted. In this way more members were recruited and funds collected. It was agreed that the rebellion should be started in June or July last, on the (anticipated) arrival of revolutionaries from China to the conspirators. The men who subscribed to the conspirators' war-chest were given assurances of monetary rewards, remission of taxes, and other considerations as inducements. The conspirators were arrested before they had time to carry their design into effect.

The story as here summarised sounds decidedly familiar. It is in all essentials the same story as that told against the 123 Korean "conspirators," and which they all denied was true. In Formosa, as in Korea, the most elaborate plans are alleged to have been made, but nothing actually happened! The Formosan authorities have only their confessions in Korea to thank for the story of Yu Ching-fang's conspiracy is not recorded abroad as the sensation-craving affair they would like it to be considered. No Japanese paper or publicist asks why the Formosan Chinese should be so eager to overturn a Government which, according to official reports, is constantly occupied with the welfare of the people.—*Japan Chronicle*.

Under the Defence of the Realm Act, the hotels of Glasgow must not be opened before 4 o'clock on Saturday afternoons. On Saturday, August 23, two of the football clubs started their summer holiday in order to make half-time even-chronise with the opening of the hotels, where long queues of men were waiting.

SHIPPING

ARRIVALS.

CHENAN, British str., 1,354, Lloyd Jones, 26th September—Shanghai 23rd September, General.—Butterfield & Swire.
 LUTON MARU, Japanese str., 2,968, T. Miyata, 27th September—Mojji 22nd September, General.—Osaka Shosen Kaisha.
 PATHAN, British str., 4,985, E. A. Chaplin, 28th September—Shanghai 23rd September, General.—Dodwell & Co.
 YUENHANG, British str., 1,120, W. M. Mcneary, 27th September—Manila 24th September, General.—Jardine, Matheson & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
 September 27th.
 ATRUS, British str., for Singapore.
 KUMSANG, British str., for Kobe.
 NANYO MARU, Jap. str., for Wakamatsu.

DEPARTURES.

September 27th.
 CHENAN, British str., for Canton.
 IVO MARU, Jap. str., for Singapore.
 MALTA, British str., for Shanghai.

PASSENGERS.

ARRIVED.
 Per Chenan, from Shanghai, for Hongkong, Madam Piston, Messrs. Lammer, Brown, Bolles, Waite, and Armstrong.

VESSELS EXPECTED.

AMERICAN MAIL.
 The str. Mongolia will leave Manila to-day, and will arrive at this port on Thursday, the 29th inst.

MERCHANT STEAMERS.
 The str. Matra left Calcutta on the 16th instant, a.m., and may be expected here on or about the 1st October.

SHIRE LINE, LIMITED.
 Carnarvonshire, from London, is due in Hongkong to-morrow.

VESSELS ON THE BEET

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NOBE,"
 Captain D. Ashbury, carrying His Majesty's Mails, will be despatched from this port on or about the 7th October, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be conveyed by the s.s. "NOBE," proceeding direct to Marseilles and London.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars apply to E. A. HEWETT, Superintendent.
 Hongkong, 25th September, 1915. [1]

GLEN LINE (MCGREGOR, GOW & Co.) LIMITED.

FOR GENOA, LONDON AND RULL.

THE Steamship

"GLENIFFER,"
 Captain J. McGregor will be despatched for the above ports on or about the 14th Oct., 1915.
 For freight, passage and further information, apply to SHEWAN, TOMES & Co., Agents.
 Hongkong, 7th September, 1915. [953]

THE BANK LINE, LTD.

FOR SAN FRANCISCO.

THE Steamship

"INVERIC,"
 Captain A. Wallace, 4,789 tons, will be despatched as above on WEDNESDAY 10th November.
 For Freight and further particulars, apply to THE BANK LINE, LTD., Managing Agents.
 Hongkong, 22nd September, 1915. [1009]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALA,"
 Arrived Hongkong on 20th Sept., 1915, from BOMBAY, COLOMBO AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
 This vessel brings on Cargo—
 From London, &c., ex s.s. "Khyber,"
 From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.
 Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
 Goods not cleared within 8 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by me in any case whatever.
 Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
 E. A. HEWETT, Superintendent.
 Hongkong, 26th September, 1915. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE VIA PENANG, COLOMBO, & LONDON & GLASGOW.	NOEN	Brit. str.	28th Sept.	D. Ashbury	P. & O. S. N. Co.	About 7th Oct. at 4 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	CITY OF HANKOW	Brit. str.	28th Sept.	C. C. Talbot, R.M.S.	THE BANK LINE, LIMITED	On 8th Oct. About 9.2nd Oct.
LONDON	MARSHFIELD	Brit. str.	28th Sept.	Torres	JARDINE, MATHESON & Co., Ltd.	Beginning of Oct.
MARSHFIELD, LONDON & VIA SINGAPORE, &c.	MARSHFIELD	Brit. str.	28th Sept.	Torres	JARDINE, MATHESON & Co., Ltd.	On 7th Oct. at Noon.
MARSHFIELD VIA PORTS	PAUL LEGAT	Brit. str.	28th Sept.	Torres	JARDINE, MATHESON & Co., Ltd.	On 16th Oct. at 5 P.M.
VICTORIA, B.C. & SINGAPORE VIA KOREA, &c.	YOKOHAMA MARU	Jap. str.	28th Sept.	T. Hamada	OSAKA SHOSHIN KAISHA	On 30th inst. at Noon.
VICTORIA & TACOMA VIA KOREA, &c.	TACOMA MARU	Jap. str.	28th Sept.	A. G. Stevens	TOTO KISEN KAISHA	On 8th Oct. at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SHIRYO MARU	Jap. str.	28th Sept.	Ellmer	TOTO KISEN KAISHA	To-day, at 10.3) A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	INVERIC	Brit. str.	28th Sept.	A. Wallace	THE BANK LINE, LIMITED	On 19th Oct. at Noon.
MEXICAN PERUVIAN & CHILE VENTS VIA JAPAN	SEIYO MARU	Jap. str.	28th Sept.	E. S. Balde	TOTO KISEN KAISHA	On 10th Nov.
AUSTRALIAN PORTS VIA MANILA	SL. ALBANS	Brit. str.	28th Sept.	Takada	GIBB, LIVINGSTON & Co.	On 10th Nov. at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	28th Sept.	F. C. Gambrell	NIPPON YUSEN KAISHA	On 2nd Oct. at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	28th Sept.	T. Sato	BUTTERFIELD & SWIRE	On 15th Oct. at 4 P.M.
YACASAKI KOREA & YACASAKI	HARACHI MARU	Jap. str.	28th Sept.	Shane	NIPPON YUSEN KAISHA	On 15th Oct. at 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	YINCHOW	Brit. str.	28th Sept.	E. S. Jones	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	Terada	NIPPON YUSEN KAISHA	On 12th Oct.
SHANGHAI, MOJI & KOBE	CHENAN	Brit. str.	28th Sept.	W. L. Jones	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	WINGANG	Brit. str.	28th Sept.	J. H. Lishman	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at 4 P.M.
SHANGHAI, MOJI & YOKOHAMA	V. CYOTAT	Brit. str.	28th Sept.	J. H. Lishman	JARDINE, MATHESON & Co., Ltd.	On 1st Oct. at D'light.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 4th Oct. at 5 P.M.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 5th Oct.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 6th Oct. at 10 A.M.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 8th Oct.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 10th Oct.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 14th Oct.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 16th Oct.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 18th Oct.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 20th Oct.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 22nd Oct.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 24th Oct.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 26th Oct.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 28th Oct.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 30th Oct.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 1st Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 3rd Nov.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 5th Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 7th Nov.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 9th Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 11th Nov.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 13th Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 15th Nov.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 17th Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 19th Nov.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 21st Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 23rd Nov.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 25th Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 27th Nov.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 29th Nov.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 1st Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 3rd Dec.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 5th Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 7th Dec.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 9th Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 11th Dec.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 13th Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 15th Dec.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 17th Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 19th Dec.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 21st Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 23rd Dec.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 25th Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 27th Dec.
SHANGHAI	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 29th Dec.
SHANGHAI, MOJI & YOKOHAMA	YINCHOW	Brit. str.	28th Sept.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 31st Dec.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS, PENANG, SINGAPORE, MALACCA & COLOMBO
 TO SAIL
 * SINGAPORE, PENANG & CALCUTTA "LAISANG" .. Tuesday, 28th Sept., 3 P.M.
 HOIHOW & HAIPHONG "LOKSANG" .. Thursday, 30th Sept., D'light.
 * AMOY, SINGAPORE & SAURABAYA "WINGSANG" .. Thursday, 30th Sept., 3 P.M.
 * SHANGHAI .. Friday, 1st Oct., D'light.
 * MANILA .. Saturday, 2nd Oct., 5 P.M.
 * SINGAPORE, PENANG & CALCUTTA "YUNSHANG" .. Saturday, 2nd Oct., 5 P.M.
 * MANILA .. Saturday, 2nd Oct., 5 P.M.
 * RETURN TOURS TO JAPAN.
 The steamers "KITSANG," "NANSAN," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 * Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalay, Weihaiwei.
 * Taking cargo on Through Bills of Lading to Kudat, Lahad Duta, Simporea, Tawau, Usakan, Je salon and Marau.
 For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.
 Hongkong, 28th September, 1915. GENERAL MANAGERS [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND BANGKOK.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.

Hongkong, 28th September, 1915. [25]

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

LONDON "MERIONETHSHIRE" .. Beginning of October.

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., Ltd.

Telephone No. 215. AGENTS.

Hongkong, 6th September, 1915.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

LONDON "MERIONETHSHIRE" .. Beginning of October.

TRANS-PACIFIC SERVICE.

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Telephone No. 215. AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
 FROM HONGKONG: Connecting with FROM COLOMBO:
 EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

S.S. "SALAMIS" From Hongkong, 1st Oct., at Noon.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted With Wireless Telegraphy.

For Rates of Freight and passage apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

21

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSHILLES and LONDON	Due at MARSHILL LES	Due at LONDON
Sept. 26	NORE ...	Oct. 3	Oct. 8	MOLDAVIA ...	Nov. 6	Nov. 11
—	MALTA ...	Oct. 17	Oct. 22	KHYBER ...	Nov. 20	Nov. 27
Nov. 8	NOVARA ...	Oct. 31	Nov. 5	MEADINA ...	Dec. 4	Dec. 11
—	NELLORE ...	Nov. 18	Nov. 19	MONGOLIA ...	Dec. 18	Dec. 25
					1916	1916
—	SARDINIA ...	Nov. 29	Dec. 4	MALWA ...	Jan. 1	Jan. 8
Dec. 6	NANSEIN ...	Dec. 18	Dec. 17	MOOLTAN ...	Jan. 15	Jan. 22

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES				
The Fares to London and Marseilles are as follows:—				
			LONDON	
1st Saloon	"A"	Accommodation Single	£74.	Return £111.
	"B"	"	£8.	" £102.
2nd Saloon	"A"	"	£51.	" £78.
	"B"	"	£48.	" £75.

		Return	
1st Saloon	"A"	Accommodation Single	£70
	"B"	"	£64.
2nd Saloon	"A"	"	£50.
	"B"	"	£46.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON
CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES
PROPOSED SAILINGS

STEAMERS,	Leave YAMA.	Leave SHANGHAI.	Leave H'KONG.	Leave S'PORE.	Dest M ^c SHILLON, if calling	Due LONDON
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	about Sept. 26	about Oct. 3	about Oct. 8	about Oct. 14	about Nov. 9	about Nov. 18 1916.
NORE	...	...	...	...	...	...
NAGOA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30 1916	Jan. 7
NAMUR	Dec. 6	Dec. 16	Dec. 22 1916	Dec. 28	Jan. 27	Feb. 3
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17]

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £38 Single £87 Return, 2nd Saloon £42 Single: £63 Return

1st Saloon \$54 Single, 2nd Saloon \$40 Single,
 All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
 Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered
 without Notice.

For Further Particulars apply to—
E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO

(PROJECTED SAILINGS FROM HONGKONG--
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
		AND DISPLACEMENT	

MARSEILLES and LONDON	{	MIYASAKI MARU	THURSDAY,	7th
• VIA SINGAPORE, PENANG,		Capt. Teranaka	16,000	Oct., at Noon.
COLOMBO, SUEZ and	{	KITANO MARU	THURSDAY,	21st
PORT SAID		Capt. F. de Cope	16,000	Oct., at Noon.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOI, KOBE YOKKAICHI and YOKOHAMA	\$	YOKOHAMA MARU TUESDAY, 30 th Capt. --- 12:50 Sept. at Noon.
	\$	SADO MARU TUESDAY, 19 th Capt. Asakawa 12:50 Oct. at Noon.

SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	\$ NIKKO MARU Capt. Takeda, 900	FRIDAY, 15th Oct., at 4 P.M.
	\$ HITACHI MARU Capt. Sato, 1150	TUESDAY, 16th Nov., at 4 P.M.

CALCUTTA VIA SINGAPORE, PENANG and RANGOON ...	HAJATA MARU Capt. kawa 12,500	MONDAY, Oct.	4th
BOMBAY VIA SINGAPORE,	WAKASA MARU	FRIDAY,	8th

Malacca and Colombo ... {	Capt. Itano	12,500	Oct.	-
SHANGHAI, MOJI and KOBE {	BOMBAY MARU	8,000	WEDSDAY	28th
	Capt. Terada		Sept	
SHANGHAI, KOBE and {	HIRANO MARU		WED'DAY	6th

YOKOHAMA	...	...	Capt. H. Fraser	16,000	Oct. at 10 A.M.
NAGASAKI, KOBE	and	\$	HITACHI MARU	FRIDAY,	16th
YOKOHAMA	...	...	Capt. Tomioka,	15,500	Oct. at 10 A.M.
SHANGHAI, KOBE	and	\$	KAWACHI MARU	FRIDAY,	8th

SHEWAN TOMES & CO., LTD.
YOKOHAMA
KAWA KURUZUMI
Capt. Kuruzumi 12 500 Oct.

\$ Wireless Telegraphy. • Not Calling at Keelung.

To	London	1st	Single	Yen	600.	To	Marseilles	1st	Single	Yen	550.
			Return		900.		"	"	Return	"	825)

"	"	2nd Single	"	400.	"	"	2nd Single	"	[26c]
"	"	Return	"	605.	"	"	Return	"	850
To	London, Southampton, Liverpool	via New York				£80.13.0			
To	Victoria, Vancouver, Seattle,	Honzreal				£20.3.0			
		1st Single				\$25.1.0			

To		1st Return	To		1st Return
To Sydney,	1st Single £40.	To Melbourne,	1st Single £41.		
	1st Return £72.		1st Return £73.16.		
To Yokohama,	1st Return \$150.	To Kobe,	1st Return \$135.		
"	2nd " £90.	"	2nd " \$83.		

ROUND-THE-WORLD, YEN 1,045.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUNOKI, MANAGER.

TELEPHONE Nos. 292 and 194!
